

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 33 Ed 2001 Change No. 2 LAST NM 47/01

Page 23—Paragraphs 522 to 527; read:

All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-7283, or go to the NOAA website to get the form at www.sarsat.noaa.gov. Mail the signed original form to:

NOAA SARSAT Beacon Registration
E/SP3, Room 3320, FB-4
5200 Auth Road
Suitland, MD 20746-4304

Beacon registration/re-registration may be expedited by faxing a completed copy of the form to NOAA at 301-568-8649, as well as mailing the signed original form to the address above.

(32/01 CG11; CL 1875/01) 1/02

COAST PILOT 7 33 Ed 2001 Change No. 3

Page 42—Paragraph 170, line 5; read:

Islands shall not be included.

Motorized personal watercraft means a vessel which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional manner of sitting or standing inside the vessel.

(FR 9/10/01) 1/02

Page 42—Paragraph 189, line 6; read:

and the Department of Defense.

(7) Operation of motorized personal watercraft, except for the operation of motorized personal watercraft for emergency search and rescue mission or law enforcement operations (other than routine training activities) carried out by National Park Service, U.S. Coast Guard, Fire or Police Departments or other Federal, State or local jurisdictions.

(FR 9/10/01) 1/02

Page 89—Paragraph 1695 to Page 90—Paragraph 1698; read:

§117.899 Youngs Bay and Lewis and Clark River.

(a) The draw of the US101 (New Youngs Bay) highway bridge, mile 0.7, across Youngs Bay at Smith Point shall open on signal for the passage of vessels if at least one half-hour notice is given to the drawtender at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times at least a four-hour notice by telephone is required. The opening signal shall be two prolonged blasts followed by one short blast.

(b) The draw of the Oregon State (Old Youngs Bay) highway bridge, mile 2.4, across Youngs Bay foot of Fifth Street, shall open on signal for the passage of vessels if at least one

half-hour notice is given to the drawtender at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. Saturday and Sunday. At all other times at least a four-hour notice is required. The opening signal is two prolonged blasts followed by one short blast.

(c) The draw of the Oregon State (Lewis and Clark River) highway bridge, mile 1.0, across the Lewis and Clark River, shall open on signal for the passage of vessels if at least one half-hour notice is given by marine radio, telephone, or other suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times at least a four-hour notice is required. The opening signal is one prolonged blast followed by four short blasts.

(CL 1709/01) 1/02

Page 182—Paragraph 115, lines 4 to 5; read:

S extension. The S extension has a light and fog signal at the seaward end; a light is at the outer end of the N extension. Inside the common entrance ...

(41/01 CG11; LL/01) 1/02

Page 182—Paragraph 115, lines 12 to 14; read:

Oceanside Harbor entrance channel is marked by buoys and a light on the N side, and by a daybeacon and a light on the S side.

(41/01 CG11; LL/01) 1/02

Page 184—Paragraph 153, lines 5 to 6; read:

contamination.

(LL/01; NOS 18754) 1/02

Page 206—Paragraph 80, lines 3 to 4; read:

a light is on the E side of the island and a lighted bell buoy is about 1.3 ...

(46/01 CG11; LL/01) 1/02

Page 237—Paragraph 361, line 12; read:

Oyster Point Channel, marked by private lights, has depths of ...

(32/01 CG11; LL/01) 1/02

Page 256—Paragraph 515, line 6; read:

the E end. In June 2001, shoaling to 14 feet was in the NW corner of Naval ...

(BP 174802) 1/02

Page 277—Paragraph 183, lines 2 to 3; read:

above the entrance. The pier of a pulp company is here.

(CL 1615/01) 1/02

Page 286—Paragraph 58, lines 1 to 3; read:

In September 2001, depths alongside the E side of the wharf ranged from 10 feet at the N end to 14 feet at the S end. Gasoline, diesel fuel, and water are piped to the ...

(BP 175403) 1/02

COAST PILOT 7 33 Ed 2001 Change No. 4

Page 293—Paragraph 212, line 8; read:

In August 2001, the controlling depth was 7 feet. Gasoline,
...
(BP 175393) 1/02

Page 304—Paragraph 106, line 5 to Paragraph 107; read:

lights. The channel is marked by lights and daybeacons. The entrance usually has swells and is subject to continual change; the channel should be navigated only at high water with local knowledge. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The rest of Baker Bay is covered with shoals and abandoned fish traps.
(NOS 18521) 1/02

Page 304—Paragraph 110, lines 1 to 3; read:

A boat basin is at **Hammond**. Its ...
(CL 1390/01) 1/02

Page 304—Paragraph 111; read:

A packing plant wharf is about 0.5 mile SE of the boat basin at Hammond.
(CL 1390/01) 1/02

Page 306—Paragraph 156, lines 8 to 9; read:

2000, the controlling depth was 1 foot along the SE edge of the entrance channel (shoaling to bare across the remainder of the entrance) and in the channel bend off Skamokawa.
(BP 172853) 1/02

Page 323—Paragraph 62, lines 4 to 6; read:

daybeacon is on the N side of the entrance. In December 2000, the controlling depths were 4.3 feet in the left half and 11.6 feet in the right half of the entrance channel to the basin; the basin had depths of 9 to 13 feet, except for lesser depths along the SW edge. Berths, ...
(BP 173233) 1/02

Page 328—Paragraph 178, lines 4 to 6; read:

In February 2001, the controlling depths were 3.8 feet in the right half and 7.6 feet in the left half of the entrance channel to the basin; thence depths of 6.6 to 10 feet were in the basin with lesser depths along the E and S sides. The N and S sides of the entrance to ...
(BP 173816) 1/02

Page 365—Paragraph 50, lines 3 to 4; read:

is marked by lights; in July 2000, the controlling depths were 11.3 feet in the entrance channel and 10 to 12 feet in the basins.
(BP 175624) 1/02

Page 366—Paragraph 66, lines 5 to 7; read:

that operates to Port Townsend. In May 2001, the controlling depth in the dredged entrance channel was 19 feet, thence depths were 17 to 22 feet in the middle of the harbor basin with much lesser depths along the sides. A breakwater, ...
(BP 175071) 1/02

Page 386—Paragraph 282, lines 11 to 15; read:

Harbor. The marina is protected on the S and W sides by breakwaters. A light on the end of the S and W breakwaters mark the marina entrance at its SW corner. Berthing, electricity, ...
(CL 1518/01; BP 175157) 1/02

Page 437—Paragraph 630, line 1; read:

Charts 19357, 19369, 19366.—A low, flat plain, 3 to 5 miles wide, ...
(CL 1650/98) 1/02

Page 458—Paragraph 963, line 1; read:

Charts 19480, 19481, 19482.—Midway Islands, 1,150 miles ...
(CL 1650/98) 1/02